

**NHDOT Cultural Resource Agency Coordination Meeting
BUREAU OF ENVIRONMENT
CONFERENCE REPORT**

SUBJECT: Monthly SHPO-FHWA-ACOE-NHDOT Cultural Resources Meeting

DATE OF CONFERENCE: July 21, 2021

LOCATION OF CONFERENCE: John O. Morton Building

Due to the Covid 19 Event, this meeting was a scheduled Zoom Meeting

ATTENDED BY:

NHDOT

Sheila Charles
Jill Edelmann
Bob Juliano
Marc Laurin
Jennifer Reczek

Nicole Benjamin-Ma
Bob Landry
Pete Walker

Dover, City of

Christopher Parker

NHDHR/NHDNCR

Laura Black
Nadine Miller

Consulting Parties

Lulu Pickering, Newington Historic District
Commission
Nathan Holth, Historicbridges.org

FHWA

Jamie Sikora

Interested Parties

Helen Frink, Newington Historical Society
Senator David Watters, NH State Senate District 4

VHB

Hannah Beato

PROJECTS/PRESENTATIONS REVIEWED THIS MONTH:

(minutes on subsequent pages)

Newington-Dover 11238S, NHS-027-1(037).....1

Newington-Dover 11238S, NHS-027-1(037)

Participants: Peter Walker, Greg Goodrich, Bob Landry, Nicole Benjamin-Ma, Hannah Beato, VHB; Jennifer Reczek, Bob Juliano, Marc Laurin, NHDOT; Nadine Miller, NHDHR; Christopher Parker, City of Dover; Helen Frink, Newington Historical Society; Kitty Henderson, Nathan Holth, Lulu Pickering (Newington Historic District Commission), Consulting Parties; Senator David Watters - Interested Parties

The goal of this July 21, 2021 Cultural Resources Agency Meeting was to finalize the Section 106 Memorandum of Agreement (MOA). The basis for the discussion was a document entitled “GSB Section 106 FINAL MOA – 2021-06-30” distributed by Jill Edelmann on July 1, 2021. A second document that was discussed, entitled “2021-0707 NH DOT letter,” was sent by the Newington Historic District Commission (HDC) to NHDOT on July 7, 2021; J. Edelmann shared the letter with the meeting attendees on July 7, 2021.

Discussion of the Memorandum of Agreement

The group reviewed the MOA; participants were offered the opportunity to comment and make suggested edits. Pete Walker shared his screen and edited the MOA in response to the discussion as follows:

“Whereas” Clauses

The clause at the bottom of Page 1 of the MOA was revised to clarify that the public meeting held on May 13, 2021 was the DSEIS Public Hearing.

Stipulation A - Marketing the General Sullivan Bridge (GSB)

Lulu Pickering and Laura Black requested clarification on the disposition of the Public Works Administration plaque. Senator David Watters suggested that the Public Works Administration plaque be incorporated onto the new bridge. L. Pickering stated that the Newington Historic District Commission requested ownership of the plaque. L. Black suggested that the plaque be displayed near or on the GSB, potentially with an informational panel. Chris Parker agreed that the plaque should be available to the public in a contextual, relevant location. Stipulation A.iv. was revised to state that the plaque “may” be reused with the salvaged portion of the GSB. Additionally, the following new sentence was added: *“Otherwise, the plaque shall be incorporated into an interpretive installation to note the history of the Public Works Administration in relation to the General Sullivan Bridge (see Stipulation D.i.a.vi below).”* The entirely new Stipulation D.i.a.vi reads as follows: *“If the Public Works Administration plaque is not reused as part of a bridge relocation (see Stipulation A.iv), then a fifth interpretive panel will be developed and installed to provide context for the plaque.”*

Regarding removal of the existing lead paint on the GSB, it was clarified that contractor specifications would include the required lead abatement standards. It was decided that the MOA stipulation would not need to incorporate lead abatement language.

Stipulation B - Documentation of the GSB

L. Pickering asked for clarification on why the archival printed photographs are to be large format black and white prints, and not electronic or in color. L. Black explained that this is an Historic American Engineering Record (HAER) standard. Large format black and white prints will last in perpetuity and are required under the National Parks Service’s archival standards. Stipulation B.viii. states that electronic copies of the completed HAER documentation will be distributed.

Stipulation C - NHDOT Bridge Inventory and Bridge Management Plan – Promotion and Accessibility

NHDHR agreed with the language of this stipulation. J. Edelmann confirmed that any additional outreach outside of what is stipulated in the MOA would be up to NHDOT and NHDHR.

Stipulation D - Interpretive Program

NHDHR suggested adding a new interpretive panel to this stipulation to cover the Public Works Administration plaque. See also the discussion above under Stipulation A - Marketing the GSB. The following new Stipulation D.i.a.vi was added to the MOA: *“If the Public Works Administration plaque is not reused as part of a bridge relocation (see Stipulation A.iv), then a fifth interpretive panel will be developed and installed to provide context for the plaque.”*

Placement of the interpretive panels will need to be determined during final design. VHB is under contract to start working on the interpretive program.

The Woodman Museum will need to review the MOA. NHDHR suggested the Woodman Museum be added as an MOA concurring party. J. Edelman agreed. The MOA was edited to include the Woodman Museum as a concurring party. If the Woodman Museum acquires a salvaged piece of the GSB, NHDOT would work with the museum to abate the lead issues prior to relocation in accordance with NHDOT construction specifications.

Stipulation E - Newington Railroad Depot and Toll House and State-Owned Land on Bloody Point

NHDHR suggested adding language to clarify which entities would participate in and review the Newington Railroad Depot and Toll House building assessment and feasibility re-use study. Following a discussion regarding the roles of the various parties, the following new sentences were added to Stipulation E.i.a.: *“The building assessment and feasibility reuse study will include input from the Town of Newington, the Newington Heritage Commission, and the Newington Historical Society. The NESHPO, the Town of Newington, the Newington Heritage Commission, and the Newington Historical Society will be given thirty (30) days to review the draft conditions assessment, feasibility reuse study and existing conditions site plan.”* This stipulation was also revised to specifically include the Newington HDC and the Newington Historical Society (NHS) in the electronic copy distribution list.

It was clarified that the building assessment and feasibility re-use study would not be specific to a particular plan of reuse; rather, the documents would identify existing issues and identify feasible reuses for the property that would be dictated by the property’s preservation easement. Any changes to the Depot will need to follow the Secretary of the Interior’s Standards for Rehabilitation.

Regarding Stipulation E.iii. and the transfer of ownership of the Depot to the Town of Newington, Jennifer Reczek clarified that NHDOT would look for the Town of Newington to make an informed decision after reviewing the building assessment, the feasibility re-use study, and the existing conditions site plan. These studies are expected to take 18 to 24 months to complete, which would give the HDC and NHS time to work with the Board of Selectmen.

J. Reczek noted that without a signed MOA, none of the stipulations can be acted upon. NHDOT is attempting to write the MOA in a way that would allow for a plan of action to transfer the Depot to the Town of Newington, whether to the Newington Board of Selectmen, or the Newington HDC, or the NHS. The MOA has been carefully written to provide information about the Depot and give Newington HDC and/or the NHS time to work with NHDOT. The MOA includes the Newington Board of Selectmen chair as a concurring party. If the Newington Board of Selectmen do not sign the MOA, the MOA would still be valid.

Senator Watters offered to discuss with J. Reczek the feasibility of sponsoring a legislative solution that would give the Department more flexibility in transferring ownership of the Depot. One opportunity would be to incorporate language in the upcoming revision of the NH Ten Year Plan.¹ Bob Landry pointed out that the Turnpike system is funded in part by bonds, which would need to be considered.

¹ New Hampshire RSA 228:99 and RSA 240 require that the New Hampshire Department of Transportation (NHDOT) propose a plan for improvements to the State’s transportation system every two years. The purpose of the Ten Year Plan is to develop and implement a plan

Nadine Miller suggested looking at examples of city-owned property in Portsmouth, NH, where the city owns property that non-profits maintain. The non-profits have successfully been awarded New Hampshire Land and Community Heritage Investment Program (LCHIP) grant funds to support maintenance efforts. C. Parker noted that LCHIP grants for non-profit run properties are common in the City of Dover. Although not a concurring party on the MOA, N. Miller suggested the NHS should research fund raising opportunities, as well as examples of relationships between non-profit property management and city ownership.

Senator Watters asked if there are any immediate stabilization needs to be performed on the Depot, to which L. Pickering shared that the Depot has tarps on windowsills to keep water out and there are squirrels living in the structure. J. Edelmann responded that NHDOT Property Management should be taking care of any immediate stabilization needs and she would check with that team to confirm immediate needs.

Stipulation F - Dover Recreational Trail

Senator Watters voiced support for the trail and why it is an appropriate stipulation for this MOA.

Signatories and Concurring Parties

C. Parker pointed out that Michael Joyal, Dover City Manager, should perhaps be listed as a concurring party. C. Parker will confirm. (Note: Following the meeting, Mr. Parker confirmed that he has authority to sign the MOA so his name should remain.)

The MOA was edited to include the Woodman Museum as a concurring party.

Next Steps

- VHB and NHDOT to provide opportunity for the Woodman Museum to review and comment on Stipulation D.ii and invite the Woodman Museum to be a concurring party.
- NHDOT to continue discussion with Senator Watters regarding potential legislative amendment to allow no cost transfer of the Depot.
- Chris Parker to confirm who will sign the MOA on behalf of the City of Dover.
- NHDOT to distribute revised MOA to FHWA, NHDHR, and Consulting Parties for final review.
- NHDOT to circulate final MOA for signatures before the end of July 2021

allowing New Hampshire to fully participate in federally supported transportation improvement projects as well as to outline projects and programs funded with State transportation dollars. Source: <https://www.nh.gov/dot/org/projectdevelopment/planning/typ/index.htm>.